

URBAN SOIL'UTION

Larvik has many public spaces with great potential. However, the massive concentration of car parks in the most attractive areas of the town and the priority given to fast traffic flows through them, combined with a constrained topographical context, mean that the city centre is fragmented, isolating each of these spaces, which are so close together on the map.

As architects and urban designers, concerned with the environmental issues of our century, we wondered how could we make this site more soft-user-friendly in order to reveal all its qualities through low-impact solutions and interventions, while respecting all its users and its biodiversity.

After experiencing Larvik ourselves, on a pedestrian scale, during a number of site visits, our analysis of the town revealed a number of remarkable places: Bøskogen, a beech forest to the north and the starting point for many beautiful hiking and cycling routes; The pedestrianised town centre, with its old stone-paved shopping streets, its key administrative buildings, its large central square and its hidden heart of terraces and restaurants with a warm atmosphere; Bøkkerfjellet, a breath of greenery in the heights of the town, offering a magnificent view of the surrounding area and the fjord in the distance; The combination of bus and train stations, with its many lines offering privileged connections to the whole region; The south bank, with its sports facilities and piers, a legacy of its maritime industrial past, offering vast areas of privileged access to the fjord; Several remarkable buildings, including the Farris factory, the bunker networks under the Bøkkerfjellet park, the cultural centre, the theatre, the Festiviteten, the Farris Bad spa and the Tollboden. The promenade along the Fjord, linking Batteristranda beach in

the west to Tollerodden Park in the historic district in the east.

While the issues raised by the competition in Larvik make perfect sense, the proposed solutions are open to question. Rather than adopting palliative solutions, such as the construction of an aerial crossing to bypass the problematic infrastructures, we have preferred to provide the city with curative solutions to ensure the sustainability of its development: Acting directly on these spaces by exploiting their potential through urban improvements and redevelopment; forging new links to establish a rich and diverse network across the city, attractive to both tourists and residents. By relegating the car to the background in favour of soft mobility, it is possible to foresee a different future for Larvik town centre. The network formed between the locations identified above offers a continuous, pleasant and inclusive urban route. The specificity of each place is revealed, benefiting the others through these new connections.

The topographical barrier of Bøkkerfjellet is broken by the transformation of Bøkkerveien into a vegetated pedestrian avenue, connecting the upper and lower parts of the town by proposing a new attractive programme halfway along the street: the Larvik municipal mediatheque. The location of this new landmark building invites walkers along the waterfront and travellers arriving by public transport to use this route to discover the rest of the town, which was previously difficult to access. By creating the missing link in the chain of interconnected public spaces, a genuine continuity is created between the waterfront and the Bøskogen. This project, in response to Larvik's request, approaches the city ground as a living, three-dimensional landscape. This process aims to work with existing buildings and heritage, seeking to maximise the effects produced with a minimal impact on land and construction.



OL504

URBAN SOIL'UTION

Larvik has many public spaces with great potential. However, the massive concentration of car parks in the most attractive areas of the town and the priority given to fast traffic flows through them, combined with a constrained topographical context, mean that the city centre is fragmented, isolating each of these spaces, which are so close together on the map.

As architects and urban designers, concerned with the environmental issues of our century, we wondered how could we make this site more soft-user-friendly in order to reveal all its qualities through low-impact solutions and interventions, while respecting all its users and its biodiversity.

After experiencing Larvik ourselves, on a pedestrian scale, during a number of site visits, our analysis of the town revealed a number of remarkable places: Bøkeskogen, a beech forest to the north and the starting point for many beautiful hiking and cycling routes; The pedestrianised town centre, with its old stone-paved shopping streets, its key administrative buildings, its large central square and its hidden heart of terraces and restaurants with a warm atmosphere; Bøkkerfjellet, a breath of greenery in the heights of the town, offering a magnificent view of the surrounding area and the fjord in the distance; The combination of bus and train stations, with its many lines offering privileged connections to the whole region; The south bank, with its sports facilities and piers, a legacy of its maritime industrial past, offering vast areas of privileged access to the fjord; Several remarkable buildings, including the Farris factory, the bunker networks under the Bøkkerfjellet park; the cultural centre, the theatre, the Festiviteten, the Farris Bad spa and the Tollboden. The promenade along the Fjord, linking Batteristranda beach in

the west to Tollerodden Park in the historic district in the east.

While the issues raised by the competition in Larvik make perfect sense, the proposed solutions are open to question. Rather than adopting palliative solutions, such as the construction of an aerial crossing to bypass the problematic infrastructures, we have preferred to provide the city with curative solutions to ensure the sustainability of its development: Acting directly on these spaces by exploiting their potential through urban improvements and redevelopment; forging new links to establish a rich and diverse network across the city, attractive to both tourists and residents. By relegating the car to the background in favour of soft mobility, it is possible to foresee a different future for Larvik town centre. The network formed between the locations identified above offers a continuous, pleasant and inclusive urban route. The specificity of each place is revealed, benefiting the others through these new connections.

The topographical barrier of Bøkkerfjellet is broken by the transformation of Bøkkerveien into a vegetated pedestrian avenue, connecting the upper and lower parts of the town by proposing a new attractive programme halfway along the street: the Larvik municipal mediathèque. The location of this new landmark building invites walkers along the waterfront and travellers arriving by public transport to use this route to discover the rest of the town, which was previously difficult to access. By creating the missing link in the chain of interconnected public spaces, a genuine continuity is created between the waterfront and the Bøkeskogen. This project, in response to Larvik's request, approaches the city ground as a living, three-dimensional landscape. This process aims to work with existing buildings and heritage, seeking to maximise the effects produced with a minimal impact on land and construction.



Larvik has many public spaces with great potential. However, the massive concentration of car parks in the most attractive areas of the town and the priority given to fast traffic flows through them, combined with a constrained topographical context, mean that the city centre is fragmented, isolating each of these spaces, which are so close together on the map.

As architects and urban designers, concerned with the environmental issues of our century, we wondered how could we make this site more soft-user-friendly in order to reveal all its qualities through low-impact solutions and interventions, while respecting all its users and its biodiversity.

After experiencing Larvik ourselves, on a pedestrian scale, during a number of site visits, our analysis of the town revealed a number of remarkable places: Bøkeskogen, a beach forest of stone porphyry and the starting point for many beautiful hiking and cycling routes; the pedestrian and bicycle paths, with its old stone paved shopping street, a key element in urban mobility; visitors' wants and needs, and its hidden heart of terraces and restaurants with a warm atmosphere; Bøkeskogen's breath of greenery, a place of the environment and a background view of the surrounding area, which leads in the distance; the combination of the sea, offers a gentle ascent so that everyone can easily enjoy the views of the town and appreciate the wealth of its public spaces and activities. The south bank with its sports facilities and piers, a legacy of its maritime industrial past, offering vast areas of privileged access to the fjord; Several remarkable buildings, including the Farris factory, the bunker networks, under the Bøkeskogen park, the cultural centre in the narrow space, we are taking advantage of an area of opportunity. The project, while at the same time highlighting its visual impact on the surrounding housing, like the Farris factory. The

URBAN SOIL'UTION

INFLUENCE LEVELS : Reconnecting the different neighbourhoods through successive visual connections that invite you to explore the city

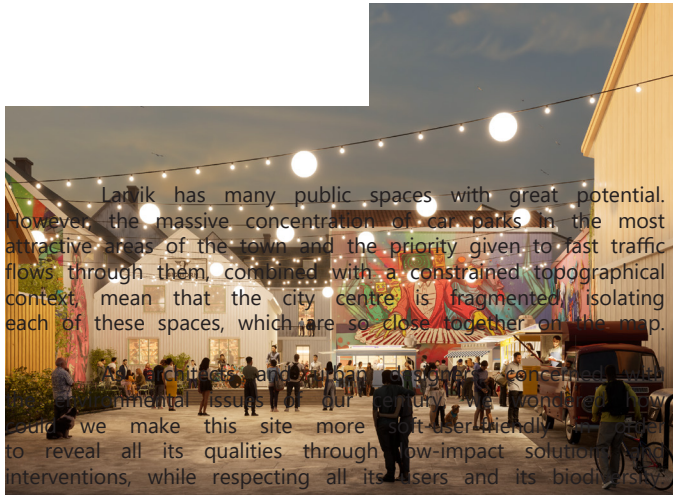
- 1st level of influence : Direct visual connection zone from the new library
- 2nd level of influence : Attractive districts connected to the 1st zones
- 3rd level of influence : Distant activities districts connected to the 2st zones

the west to Tøllerodden Park in the historic district in the east. (Public transport users, cyclists, pedestrians and drivers)

While the issues raised by the competition in Larvik make perfect sense, the proposed solutions are open to question. Rather than adopting palliative solutions, such as the construction of an aerial crossing to bypass the problematic infrastructures, we have preferred to provide the city with curative solutions to ensure the sustainability of its development: Acting directly on these spaces by exploiting their potential through urban improvements and redevelopment; forging new links to establish a rich and diverse network across the city, attractive to both tourists and residents. By selecting the car to the background in favour of soft mobility, it is possible to foresee a different future for Larvik town centre. The network formed between the locations identified above offers a continuous, pleasant and inclusive urban route. The specificity of each place is revealed, benefiting the others through these new connections.

building immerses readers in a peaceful atmosphere through its large north-facing window overlooking the Bøkeskogen park. In this way, the park becomes an integral part of the project, acting as a changing property between a traverse covered in the main green park, considering the challenge of light in the evening. This continuous days and prolonged lighting, opening at the crease, where buildings are enveloped with a system of external blinds, as an all-rounder enabling protection needs to be adapted. The design of this equipment, together with the timber slitting, enriches the composition of the facade, stores strong and sustainable construction philosophy and the Bøkeskogen. This project, in response to Larvik's request, approaches the city ground as a living, three-dimensional landscape. This process aims to work with existing buildings and heritage, seeking to maximise the effects produced with a minimal impact on land and construction.





Larvik has many public spaces with great potential. However, the massive concentration of car parks in the most attractive areas of the town and the priority given to fast traffic flows through them, combined with a constrained topographical context, mean that the city centre is fragmented, isolating each of these spaces, which are so close together on the map.

Our initiatives and interventions focus on the central urban area, where we make this site more soft-user friendly, to reveal all its qualities through low-impact solutions and interventions, while respecting all its users and its biodiversity.

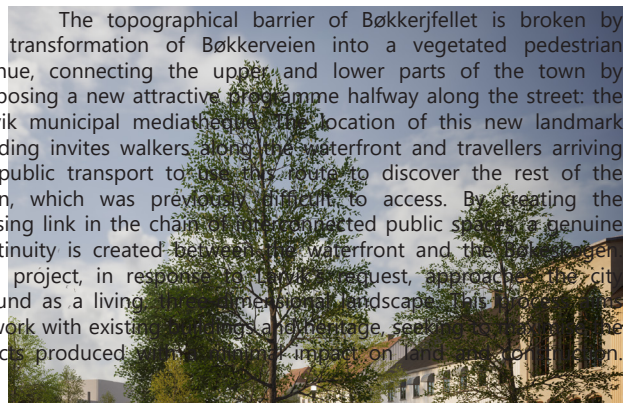
After experiencing Larvik ourselves, on a pedestrian scale during a number of site visits, our analysis of the town revealed a number of remarkable places:

STORGATA SQUARE
 Storgataorget is the southern entrance to the city. It concentrates the pedestrianised service centre, with its buildings, its shopping streets, and the railway crossing in its part. This large, mineral public space is structured by a succession of fountains and urban developments linked to each of its points. By re-qualifying the 30m road, what was once an axis dedicated mainly to cars becomes a main boulevard for soft mobility. The combination of the road in this pedestrian area directly influences drivers to change their behaviour by reducing their speed, the danger of their respective offices, and a bicycle rider who crosses a road, but a driver who crosses a pedestrian zone. Several remarkable buildings, including the Farris factory, the bunker network of the Bøkerfjellet, are the historical centre of the city. By unifying the entire street with a system of natural paving stones with wide joints, pedestrians benefit from making paths that are attractive and helps to manage water run-off from the sloping streets that connect to it, which can be very heavy depending on the season. The permeable ground drains

Branntorget is the new Street Art square that replaces the car park in the heart of the city. The new location, located in a vibrant urban culture by offering an immersive open-air museum, with giant graphic and colourful frescoes. By extending the lively, friendly atmosphere of the neighbouring restaurant terraces, the square aims to attract a younger population to this part of the city centre.

URBAN SOULUTION

the west. The network of public spaces in the historic district has great potential to be used for all kinds of events throughout the year, helping to liven up the city. While the issues raised by the competition in Larvik make a pedestrian-friendly proposal, it is not the question of whether for a marketing or alternative solution, such as the construction of an external ramp or a cycle path, under the sign of a fresh urban installation, transferred to provide the city with curative solutions to ensure the sustainability of its development: Acting directly on these spaces by exploiting their topographical potential through the city by offering residents a space with high-quality new links to festivals, a cultural and diverse network, a participative gathering, both tourists and residents. By relegating cars to the background and in favour of soft mobility, it is possible to foresee a different future for Larvik town centre. The network formed between the locations identified above offers a continuous, pleasant and inclusive urban route. The specificity of each place is revealed, benefiting the others through these new connections.



The topographical barrier of Bøkerfjellet is broken by the transformation of Bøkerveien into a vegetated pedestrian avenue, connecting the upper and lower parts of the town by proposing a new attractive programme halfway along the street: the Larvik municipal media theatre. The location of this new landmark building invites walkers, along the waterfront and travellers arriving by public transport to the city, to discover the rest of the town, which was previously difficult to access. By creating the missing link in the chain of interconnected public spaces, a genuine continuity is created between the waterfront and the town. This project, in response to the request, approaches the city ground as a living, three-dimensional landscape. This project aims to work with existing buildings and heritage, serving the effects produced by the urban impact on land use and urban form.

